

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-7. (Cancelled)

8. (New) A method for controlling a drive of a motor vehicle having an internal combustion engine and an electric motor, a main transmission having an output shaft, which is connected to a driveshaft of the motor vehicle, and an input shaft, which is connected to the internal combustion engine, and the electric motor being coupled to the input shaft or the output shaft of the main transmission by means of an intermediate transmission having a lowest ratio step and at least one other transmission ratio steps, said method comprising the steps:

initiating driving in order to accelerate the motor vehicle from test, solely by the electric motor, wherein the intermediate transmission is in the lowest transmission ratio step, and

transferring drive of said vehicle to said internal combustion engine before a shift operation in the intermediate transmission;

intermediately discharging an energy store connected to the electric motor;

operating the electric motor in a regenerative mode;

operating the electric motor in a booster mode only in at least the second transmission ratio step of the intermediate transmission.

9. (New) The method as claimed in claim 8, wherein the intermediate transmission is a claw shift transmission.
10. (New) The method as claimed in claim 8, wherein driving is taken over gradually by the internal combustion engine before a shift operation in the intermediate transmission, drive torque supplied by the internal combustion engine is increased to the same extent the drive torque supplied by the electric motor is reduced.
11. (New) The method as claimed in one of claim 8, wherein driving is taken over by the internal combustion engine as a function of a detectable acceleration demand of the motor vehicle.
12. (New) The method as claimed in claim 11, wherein characterized acceleration demand of the motor vehicle can be detected from at least one of accelerator pedal position and vehicle speed.